

# 1990 PROCESS USED TO DETERMINE THE RELATIVE MERIT OF CANDIDATE HIGHWAY PROJECTS

GOALS	OBJECTIVES	MEASURES	% WEIGHT OF TOTAL PROCESS
40% Enhance Wisconsin's Economy	50% Increase Competitiveness of Existing Business	- Impact on Time, Costs, Accidents - Unique Reasons Why Project Will help existing Businesses	15% 5%
	25% Increase Attractiveness For New Business	- Economic Development Potential - Unique Reasons Why Project Will Attract New Businesses	5% 5%
	25% Complete Corridors 2020 Network	- Relationship to Backbone and Connector Tiers of the Corridors 2020 Network	10%
20% Improve Highway Service	100% Improve Traffic Flow	- Current Mobility Impediments	20%
20% Improve Highway Safety	100% Reduce Accidents	- Critical Accident Ratio	15%
		- Stopping Sight Distances - Rural or - Access Conflict Points - Urban	5%
10% Minimize Undesirable Impacts	50% Identify Social Problems	- Community Disruption - Business Disruption - Fringe Development	3% 1% 1%
	50% Identify Environmental Problems	- Natural Resource - Manmade Resources - Sensory Resources	3.5% 1% .5%
10% Serve Community Objectives	100% Identify Public Support/ Opposition	- Public Hearing Testimony **	10%

\*\* Public Testimon

March 28, 1990

# 1990 MAJOR HIGHWAY PROJECT PROCESS

## 1988 Candidates Not Recommended for Consideration in 1990

HIGHWAY	PROJECT	REASON WHY PROJECT DOES NOT APPEAR ON 1990 CANDIDATE LIST	HOW NEED WILL BE MET
10	Waupaca - Fremont	Included in the enumeration of the USH 10 Corridor (Appleton-Marshfield)	Will be improved to a multilane expressway
11	Janesville Bypass	Legislature directed study September 1992	DOT will report study results to 1992 TPC
12	Chippewa River - I94	Does not meet statutory definition of a "major"	DOT will improve "Existing Highway Program" (3R)
12	Sauk City - Middleton	Legislature directed study September 1991	DOT will report study results to 1992 TPC
14	Cross Plains - Middleton	Lack of local support	DOT will continue to monitor needs.
26	Watertown Bypass	Immediate need addressed with a TEA Project	DOT will resubmit in the future based on needs.
51	STH 19 STH 60	1988 3R improvement project	DOT will continue to monitor.
59	Waukesha-Milwaukee Co Line	Lack of Local Support/Consensus	DOT is evaluating possible "Existing Highways Program" solutions
64	Stillwater Bridge Approaches	Exempted from "Major Highway Project" definition in the 1988 Budget Bill	Included in the Wis.-Minn joint Stillwater Bridge Project.

March, 1990

U.S.H. 12  
TRANSPORTATION STUDY  
I.D. 5300-03-00

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ACCIDENT ANALYSIS

BRIEF ACCIDENT DESCRIPTION  
PER  
FATAL INJURY OCCURRENCE

ANALYSIS PERIOD  
1984 - 1989

file: 1541XP02

Owen Ayres & Associates, Inc.  
2445 Darwin Road  
Madison, Wisconsin 53704

Accident Tab  
6/13/90

DATE: 5-5-85  
TIME: 1:06 a.m.  
LOCATION: 0.10 MILES NORTH OF FISCHER ROAD  
CONDITION: DARK, DRY, CLOUDY

DESCRIPTION:

The driver of a southbound vehicle fell asleep and crossed the centerline of HWY 12. Upon crossing the centerline, the southbound vehicle sideswiped an approaching northbound vehicle and proceeded to strike a second northbound vehicle head on. Both northbound vehicles overturned in the ditch, while the southbound vehicle spun around and was left facing north on the highway. The driver of the vehicle left on the highway was fatally injured.

CONTRIBUTING FACTOR(S), IN OPINION OF REPORTING OFFICER:

Alcohol, falling asleep, and inattentive driving were listed as contributing factors for the accident.

DATE: 1-21-89  
TIME: 5:35 a.m.  
LOCATION: 0.36 MILES NORTH OF BALLWEG ROAD  
CONDITION: DARK, DRY, FAIR

DESCRIPTION:

The operator of a southbound vehicle travelling around a curve apparently fell asleep and went off the right side of the highway. The vehicle proceeded to strike the guard rail and become airborne. The operator was partially ejected from the vehicle and fatally injured.

CONTRIBUTING FACTOR(S), IN OPINION OF REPORTING OFFICER:

Inattentive driving and falling asleep were listed as contributing factors for the accident.

DATE: 7-1-87  
TIME: 3:53 p.m.  
LOCATION: 0.11 MILES NORTH OF RILES ROAD  
CONDITION: DAY, DRY, FAIR

DESCRIPTION:

A southbound vehicle, travelling too fast around a right curve, lost control of the vehicle and proceeded to cross the centerline. The vehicle then went on to sideswipe an oncoming vehicle in the northbound lane. The northbound vehicle also crossed the centerline and proceeded to sideswipe a second southbound vehicle. The operator of the first southbound vehicle was fatally injured.

CONTRIBUTING FACTOR(S), IN OPINION OF REPORTING OFFICER:

Speed too fast for condition and driving left of center was listed as contributing factors for the accident.

DATE: 4-14-87  
TIME: 5:40 p.m.  
LOCATION: 0.50 MILES SOUTH OF C.T.H. KP  
CONDITION: DAY, WET, RAINING

DESCRIPTION:

The draft of a semi-trailer travelling north caused a southbound vehicle to loose control and cross the centerline. A second northbound vehicle following the semi-trailer collided head-on with the southbound vehicle. The operator of the northbound vehicle was fatally injured.

CONTRIBUTING FACTOR(S), IN OPINION OF REPORTING OFFICER:

Smooth tires on the southbound vehicle along with wet pavement conditions were listed as contributing factors for the accident.

DATE: 7-10-84  
TIME: 5:56 p.m.  
LOCATION: STH 19 (SOUTH INTERSECTION)  
CONDITION: DAY, WET, RAINING

DESCRIPTION:

As two vehicles approached each other, one northbound and one southbound, the southbound vehicle spun out of control and crossed into the northbound lane. The northbound vehicle struck the out of control vehicle in the passenger door, causing the southbound vehicle to end up in the ditch and fatally injuring the operator.

CONTRIBUTING FACTOR(S), IN OPINION OF REPORTING OFFICER:

Smooth tires on a wet pavement was listed as a contributing cause for the accident.

DATE: 5-6-86  
TIME: 6:20 p.m.  
LOCATION: 0.40 MILES WEST OF BALLWEG ROAD  
CONDITION: DAY, DRY, CLEAR

DESCRIPTION:

A motorcycle, travelling northeast into a right hand curve, crossed the centerline in a nearly straight line. The vehicle proceeded down the opposite side embankment and skidded to a stop. The operator was tossed from the vehicle and fatally injured.

CONTRIBUTING FACTOR(S), IN OPINION OF REPORTING OFFICER:

Speed too fast for conditions and crossing the centerline were listed as contributing factors for the accident.

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DATE: 11-5-89  
TIME: 6:43 p.m.  
LOCATION: 0.75 MILES NORTH OF GREENBRIAR ROAD  
CONDITION: DARK, WET, RAIN

DESCRIPTION:

A pedestrian, standing on the right shoulder, walked or fell into the path of a northbound vehicle. The pedestrian was struck in the northbound lane and came to rest on the southbound shoulder. A second northbound vehicle made a U-turn on the highway to render assistance to the pedestrian. This vehicle then proceeded to strike the pedestrian disabled on the southbound shoulder.

CONTRIBUTING FACTOR(S), IN OPINION OF REPORTING OFFICER:

Alcohol, causing both driver and pedestrian impairment, was attributed to the pedestrian and the operator of the second vehicle.

DATE: 6-6-88  
TIME: 8:04 p.m.  
LOCATION: C.T.H. KP  
CONDITION: DAY, DRY, FAIR

DESCRIPTION:

A westbound vehicle on C.T.H. KP failed to heed advance warning signs and a stop sign for the approaching U.S.H. 12 intersection. As the westbound vehicle proceeded through the stop sign, it slid under the rear wheels of a northbound semi-trailer. The vehicle was dragged 707 feet before coming to rest on a power pole. The driver of the vehicle was fatally injured.

CONTRIBUTING FACTOR(S), IN OPINION OF REPORTING OFFICER:

The westbound vehicle was attributed with failing to obey advance warning and stop signs.

DATE: 10-31-86  
TIME: 8:45 p.m.  
LOCATION: 0.10 MILES SOUTH OF KICK-A-BOO ROAD  
CONDITION: DARK, WET, RAINING

DESCRIPTION:

A southbound vehicle in the northbound lane collided head on with a northbound vehicle. The northbound vehicle came to rest in the right ditch while the southbound vehicle remained on the roadway and was subsequently struck by another vehicle. Operators of both vehicles were fatally injured..

CONTRIBUTING FACTOR(S), IN OPINION OF REPORTING OFFICER:

Driving left of the centerline was listed as a contributing factor for the accident.

DATE: 3-30-84  
TIME: 10:00 p.m.  
LOCATION: 0.20 MILES SOUTH RAULS ROAD  
CONDITION: DARK, DRY, FAIR

DESCRIPTION:

Two bicyclists proceeding north, on the right hand shoulder approximately one quarter mile apart, were approached from the rear by a vehicle also proceeding north. The approaching vehicle forced the first bicyclist into the ditch and continued on to hit and fatally injure the second bicyclist, who was walking his bike up Springfield Hill.

CONTRIBUTING FACTOR(S), IN OPINION OF REPORTING OFFICER:

The driver of the vehicle failed to stop at the scene of the accident but was later apprehended. It was noted that the fatally injured bicyclist and the operator of the vehicle had been drinking. Driver failure and alcohol were listed as a contributing factors for the accident.



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DATE: 4-18-85  
TIME: 10:15 p.m.  
LOCATION: 0.10 MILES NORTH OF GREENBRIAR ROAD  
CONDITION: DARK, DRY, CLOUDY

DESCRIPTION:

A vehicle, proceeding southbound, went off the right side of the roadway. The vehicle operator overcompensated pulling back onto the roadway and spun out of control. The southbound vehicle proceeded across the centerline and was struck by an oncoming vehicle in the northbound lane. The operator of the southbound vehicle was fatally injured.

CONTRIBUTING FACTOR(S), IN OPINION OF REPORTING OFFICER:

Operator of the southbound vehicle had been drinking and driving ability had been impaired, while the operator of the northbound vehicle appeared normal. Contributing factors to the accident were alcohol, speed too fast for conditions and driving left of center.

DATE: 1-30-88  
TIME: 10:57 p.m.  
LOCATION: 0.10 MILES SOUTH OF GREENBRIAR ROAD  
CONDITION: DARK, WET, FAIR

DESCRIPTION:

A southbound vehicle, travelling at a high rate of speed around a reverse curve, lost control of the vehicle and proceeded sideways across the centerline into incoming traffic. The southbound vehicle was then struck broadside by an approaching northbound vehicle. Five persons were injured, four fatally.

CONTRIBUTING FACTOR(S), IN OPINION OF REPORTING OFFICER:

The southbound vehicle was attributed with operating at speed too fast for conditions and driving left of the centerline.

DATE: 12-29-87  
TIME: 10:59 p.m.  
LOCATION: 0.09 MILES SOUTH OF RAULS ROAD  
CONDITION: DARK, DRY, FAIR

DESCRIPTION:

A southbound vehicle, passing a southbound semi-trailer on a curve marked "no passing," lost control of the vehicle and proceeded to cross the centerline. The southbound vehicle spun around and ended up facing north in the northbound lane. This north-facing vehicle was then rear ended by a vehicle travelling in the northbound lane.

CONTRIBUTING FACTOR(S), IN OPINION OF REPORTING OFFICER:

The southbound vehicle was attributed with driving too fast for conditions and driving left of the centerline.

DATE: 8-9-86  
TIME: 11:48 p.m.  
LOCATION: GIRL SCOUT ROAD  
CONDITION: DAY, DRY, CLEAR

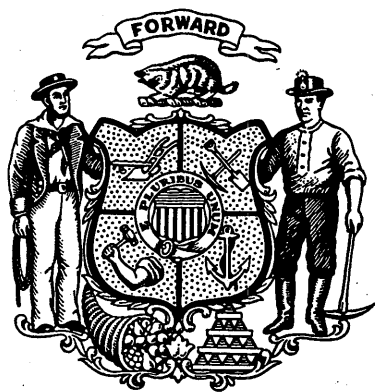
DESCRIPTION:

A southbound vehicle went off the road onto the right shoulder. The operator overcompensated pulling back onto the roadway and proceeded to cross the centerline. After crossing the centerline, the southbound vehicle was struck broad side by a northbound vehicle. Two fatalities occurred in this accident.

CONTRIBUTING FACTOR(S), IN OPINION OF REPORTING OFFICER:

Alcohol, causing impaired driving ability, was attributed to the southbound vehicle operator, while the northbound vehicle operator was not found to be impaired. Alcohol, speed too fast for conditions and driving left of centerline were listed as contributing factors for the accident.

END



END



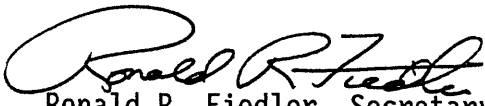
TRANSPORTATION PROJECTS COMMISSION



DATE: June 15, 1990

*Room reservations made by DOT 6/25/90*  
JUN 20 1990

TO: Transportation Projects Commission Members

FROM:   
Ronald R. Fiedler, Secretary  
Department of Transportation

*7-2885*

SUBJECT: June Meeting

As you will recall at the May meeting of the Transportation Projects Commission, I suggested a June meeting of the Commission for the purpose of briefing you on the financial aspects of the Transportation Fund and the Major Highway Program.

However, in consideration of the busy schedule each of you have, I have recommended to the Governor, and he has agreed, there will be NO June meeting of the TPC. Instead, the Department will present the financial briefing on July 17 at Wausau before the Commission's Public Hearing on the candidate projects.

We have completed the arrangements for the Public Hearings, which are now set for July 17-19. Enclosed is a detailed schedule of the three days of hearings. We have also enclosed a questionnaire relating to travel and accommodations for the hearings in both Wausau and Waukesha. Please complete the questionnaire and return it to Barb Jurewicz, the Commission Secretary, by July 1.

Enclosures

*262-2885*



# TRANSPORTATION PROJECTS COMMISSION



1990 PUBLIC HEARING SCHEDULE  
July 17 & 18, 1990  
Holiday Inn in Wausau  
201 North 17th Avenue

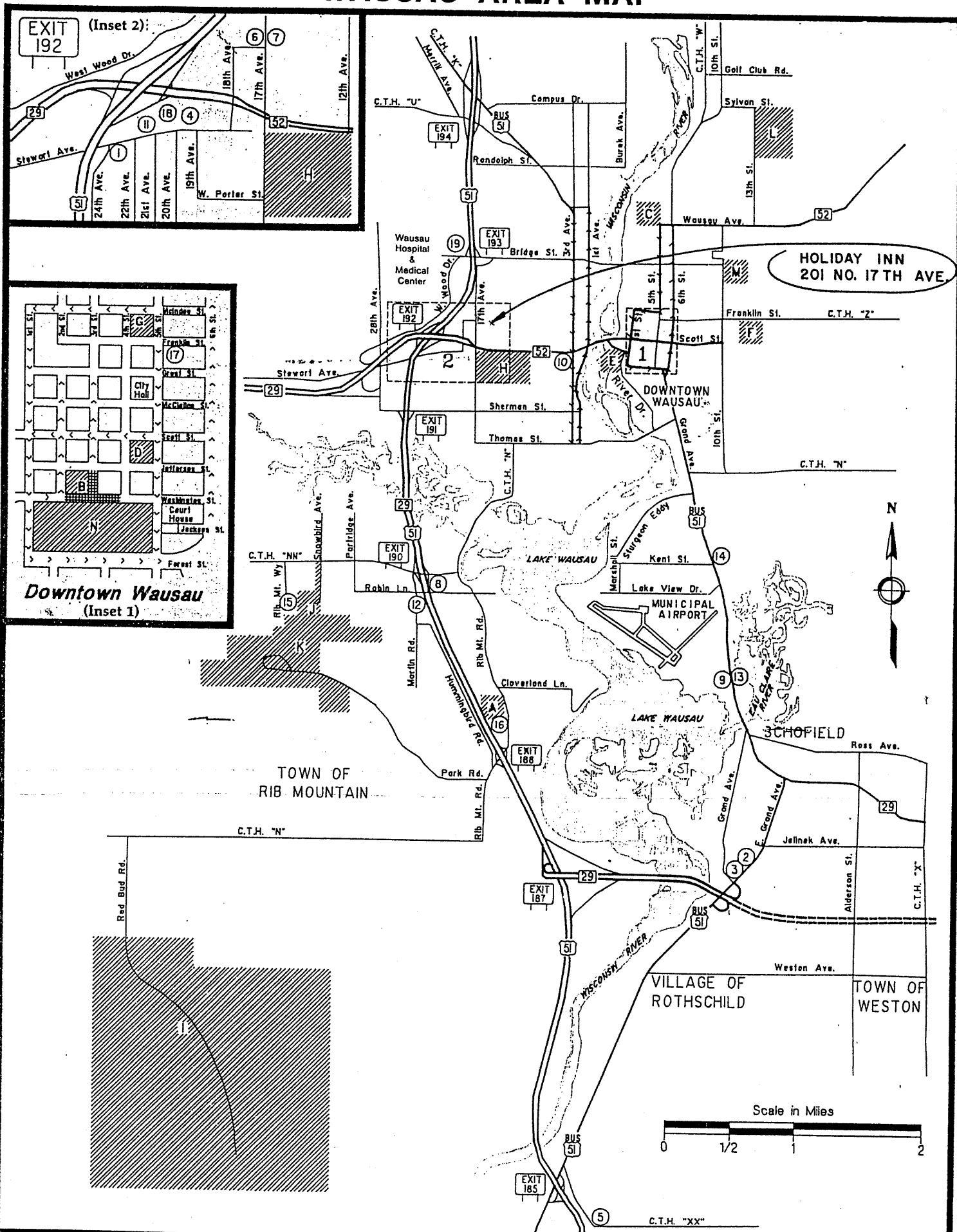
Day 1      Wausau      Tuesday, July 17, 1990

8:00 - 8:30	Breakfast/Briefing on Morning Projects
9:00 - 10:00	Financial Status Briefing - WisDOT
10:00 - Noon	
	1      USH 51, Tomahawk Bypass (add lanes)
	2      USH 45/76, Appleton - Greenville
	3      STH 110, USH 41 - STH 116
Noon - 1:00	Lunch/Briefing on Afternoon Projects
1:00 - 5:00	
	4      USH 141, Abrams - STH 22
	5      STH 57, STH 54 - Dyckesville
	6      STH 35/64, Houlton - New Richmond
	7      STH 35, River Falls - IH 94

Day 2      Wausau      Wednesday, July 18, 1990

8:00 - 8:45	Breakfast/Briefing on Projects
9:00 - Noon	(May continue into the P.M.)
	1      STH 29, Chippewa Falls - IH 94
	2      STH 13, Marshfield Bypass
	3      USH 53, Eau Claire Bypass
	4      Other Public Issues

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# TRANSPORTATION PROJECTS COMMISSION



1990 PUBLIC HEARING SCHEDULE  
July 19, 1990  
Country Inn  
2810 Golf Road

Day 3      Waukesha      Thursday, July 19, 1990

8:00 - 8:45                      Breakfast/Briefing on Morning Projects

9:00 - Noon

- 1                      STH 67, Oconomowoc Bypass
- 2                      STH 57, IH 43 - Random Lake
- 3                      STH 50, Slades Corners - Lake Geneva
- 4                      USH 12, Whitewater Bypass

Noon - 1:00                      Lunch/Briefing on Afternoon Projects

1:00 - Completion

- 5                      STH 31, STH 142 - STH 11
- 6                      USH 41 Corridor Freeway Conversion
- 7                      USH 12, Sauk City - Middleton
- 8                      STH 11, Janesville Bypass
- 9                      Other Public Issues

# Country Inn

2810 Golf Road, Pewaukee, WI 53072  
(414) 547-0201

From Madison:  
Exit CTH "G"  
Turn left onto G  
Turn right onto Golf Road

From Milwaukee:  
Exit CTH "T"  
Turn right onto T  
Turn left onto Golf Road

To Madison

G



To Milwaukee

831

94

TJ

T

# Country Inn

2810 Golf Road, Pewaukee, WI 53072  
(414) 547-0201

From Madison:  
Exit CTH "G"  
Turn left onto G  
Turn right onto Golf Road

From Milwaukee:  
Exit CTH "T"  
Turn right onto T  
Turn left onto Golf Road

To Madison

G



To Milwaukee

831

94

TJ

T





## TRANSPORTATION PROJECTS COMMISSION



June 15, 1990

Transportation Projects Commission Members:

I am in the process of making room reservations for the TPC public hearings in Wausau and Waukesha. The hearing in Wausau will be Tuesday and Wednesday, July 17 and 18. It will be held at the Holiday Inn.

The hearing in Waukesha will be Thursday, July 19 at the Country Inn.

I will make room reservations at the Holiday Inn in Wausau and the Country Inn in Waukesha. The costs for all rooms, breakfasts and lunches will be direct billed to the Department of Transportation. I will provide a breakdown of those costs and instructions how to reimburse the Department to the Legislative members of the Commission.

To assist me, please complete the attached questionnaire and return to me by July 1, 1990. An addressed postage-paid envelope is enclosed for your convenience.

Thank You.

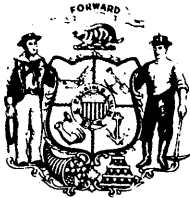
A handwritten signature in cursive script, appearing to read "Barb".

Barb Jurewicz  
Secretary

END



END



## TOMMY G. THOMPSON

Governor  
State of Wisconsin

JUN 25 1990

### TO INTERESTED PARTIES:

The Transportation Projects Commission, created by the Legislature in 1983 to seek greater public participation in the selection of major highway projects, has scheduled two public hearings. The hearings have two purposes:

1. To provide supporters and opponents of the candidate projects an opportunity to inform the Commission members, the decision makers, about their candidate projects.
2. To provide information from the public testimony to the Department of Transportation candidate evaluation process. This process serves as the Department's basis for its recommendation to the Commission.

### HEARING SCHEDULE

The first hearing, for projects in the northern part of the State, will be held on Tuesday and Wednesday, July 17 and 18 at the Holiday Inn in Wausau (map attached). It will start on Tuesday at 9:00 a.m. and run through 5:00 p.m. On Wednesday, the hearing will start at 9:00 a.m. and run until completed. The second hearing, for projects in the southern part of the State, will be held on Thursday, July 19 at the Country Inn, I-94 near Waukesha. It will start at 9:00 a.m. and run until completed.

To ensure that all projects will have fair and adequate representation, testimony will be heard by project, according to the attached schedule. All registered speakers will be heard. Registration will begin at 8:00 a.m. on the opening day and continue through the hearings. Speakers may pre-register by writing the Transportation Projects Commission, Wisconsin Department of Transportation, P. O. Box 7916, Madison, Wisconsin 53707 or by calling 608/266-5408.

Because of the amount of testimony expected, individual speakers will be limited to five minutes, while group spokespersons will be permitted 20 minutes by having other registered participants relinquish their time to the speaker. Attached is a list of equipment which will be available for your use. Participants are also encouraged to submit written testimony to the above address.

PURPOSE OF TESTIMONY

Let me suggest how you should prepare your testimony for the Transportation Projects Commission hearings. Please consider and address all relevant concerns, such as highway safety, congestion, economic development needs, effect on the quality of life, etc. of your project(s). Try to focus in on specific statements about the benefits and effects of the project(s). Generally, the more examples you can provide on how and why the project will be beneficial or not, the better.

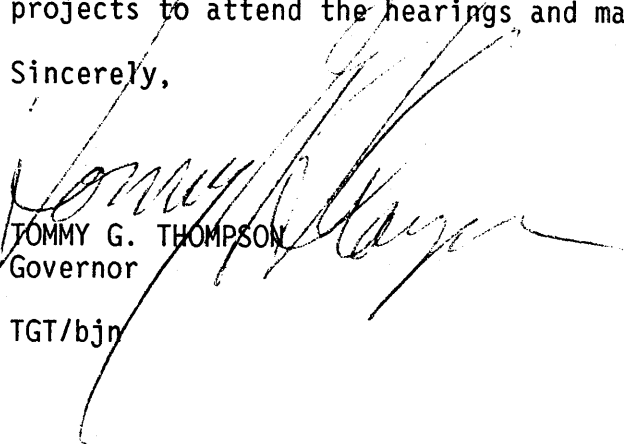
While the primary reason for the hearings is to provide an opportunity for you to "make your case" to the members of the Transportation Projects Commission, the Department of Transportation will also be using the testimony as part of their project evaluation process. Specifically, they will be looking for why the projects will promote economic development and how you plan to take advantage of it. This includes both a project's potential effect on the competitiveness of existing businesses, as well as its capacity to attract new job growth.

Both the Commission and Department will also evaluate how broad the base of support for the project is and whether there is unity of support for the project at the county and regional levels as well as in the local communities.

Attached is a copy of Transportation Projects Commission Information Paper #2, which shows the factors the Department will use in ranking projects and the relative weight of each factor. The three areas scored by public testimony are marked with an asterisk.

Finally, I urge all who are interested in the state's major highway projects to attend the hearings and make their views heard.

Sincerely,

  
TOMMY G. THOMPSON  
Governor

TGT/bjn



# TRANSPORTATION PROJECTS COMMISSION



*Donna Reed*  
*reimbursed*

1990 PUBLIC HEARING SCHEDULE  
July 17 & 18, 1990  
Holiday Inn in Wausau  
201 North 17th Avenue

## Day 1      Wausau      Tuesday, July 17, 1990

9:00 - 10:00      Financial Status Briefing - WisDOT

10:00 - Noon

- 1      USH 51, Tomahawk Bypass (add lanes)
- 2      USH 45/76, Appleton - Greenville
- 3      STH 110, USH 41 - STH 116

Noon - 1:00      Lunch

1:00 - 5:00

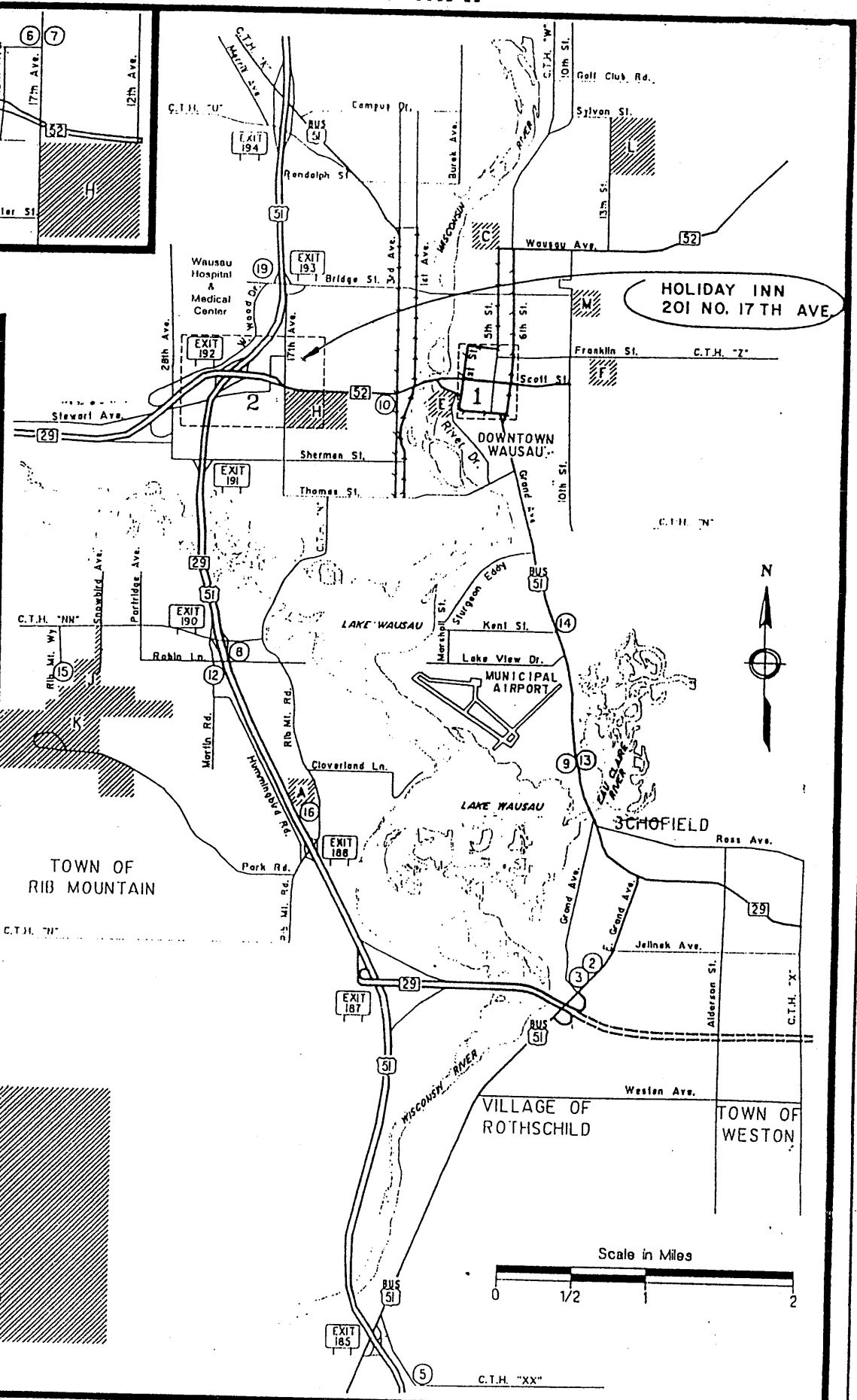
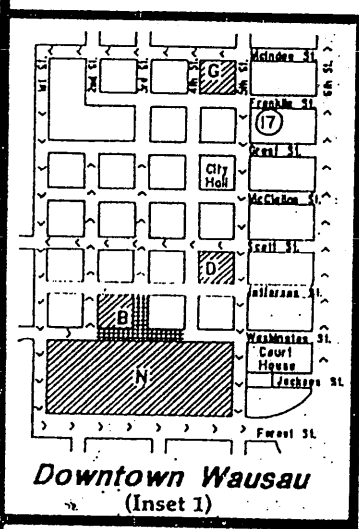
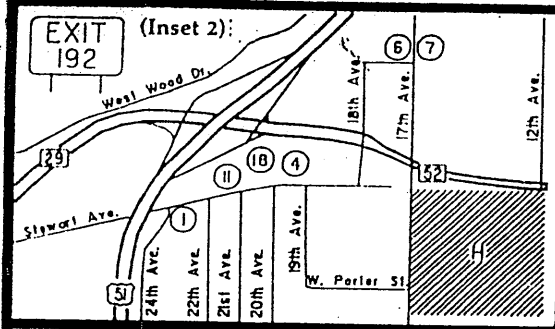
- 4      USH 141, Abrams - STH 22
- 5      STH 57, STH 54 - Dyckesville
- 6      STH 35/64, Houlton - New Richmond
- 7      STH 35, River Falls - IH 94

## Day 2      Wausau      Wednesday, July 18, 1990

9:00 - Noon      (May continue into the P.M.)

- 1      STH 29, Chippewa Falls - IH 94
- 2      STH 13, Marshfield Bypass
- 3      USH 53, Eau Claire Bypass
- 4      Other Public Issues

# WAUSAU AREA MAP





# TRANSPORTATION PROJECTS COMMISSION



1990 PUBLIC HEARING SCHEDULE  
July 19, 1990  
Country Inn  
2810 Golf Road

Day 3      Waukesha      Thursday, July 19, 1990

9:00 - Noon

- 1            STH 67, Oconomowoc Bypass
- 2            STH 57, IH 43 - Random Lake
- 3            STH 50, Slades Corners - Lake Geneva
- 4            USH 12, Whitewater Bypass

Noon - 1:00

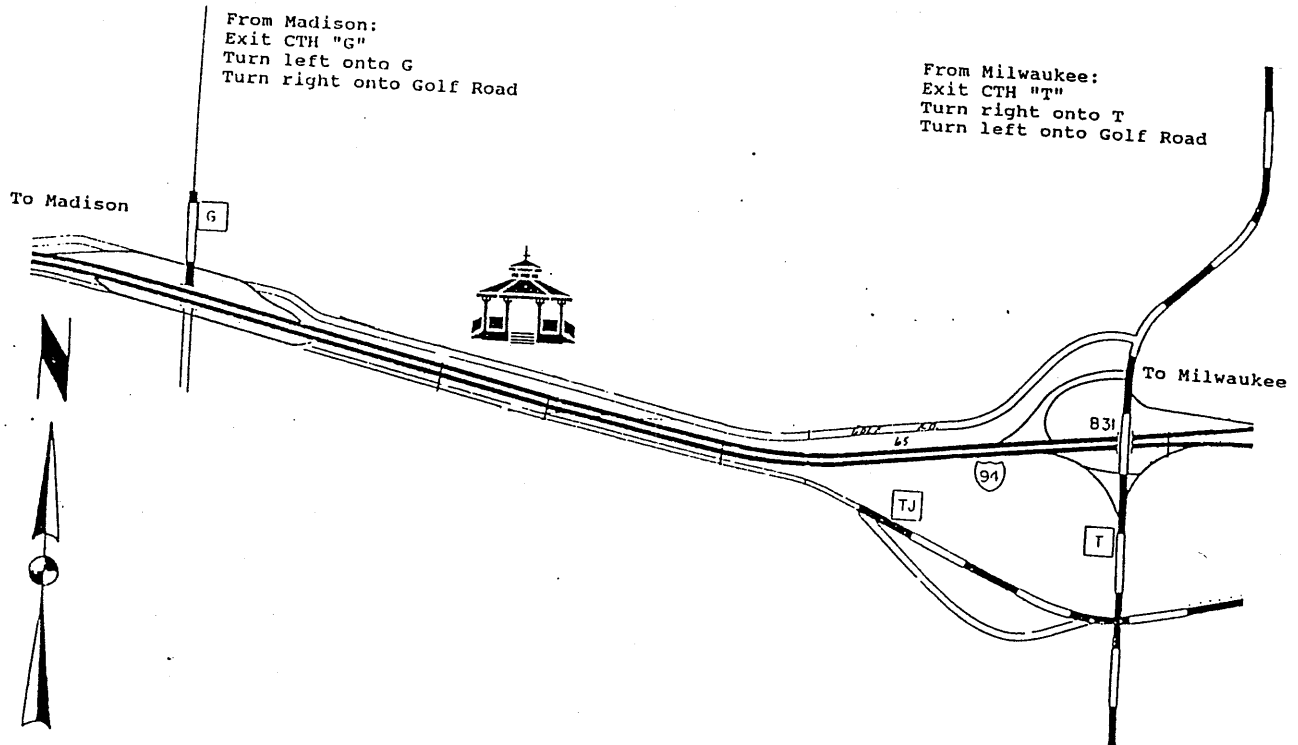
Lunch

1:00 - Completion

- 5            STH 31, STH 142 - STH 11
- 6            USH 41 Corridor Freeway Conversion
- 7            USH 12, Sauk City - Middleton
- 8            STH 11, Janesville Bypass
- 9            Other Public Issues

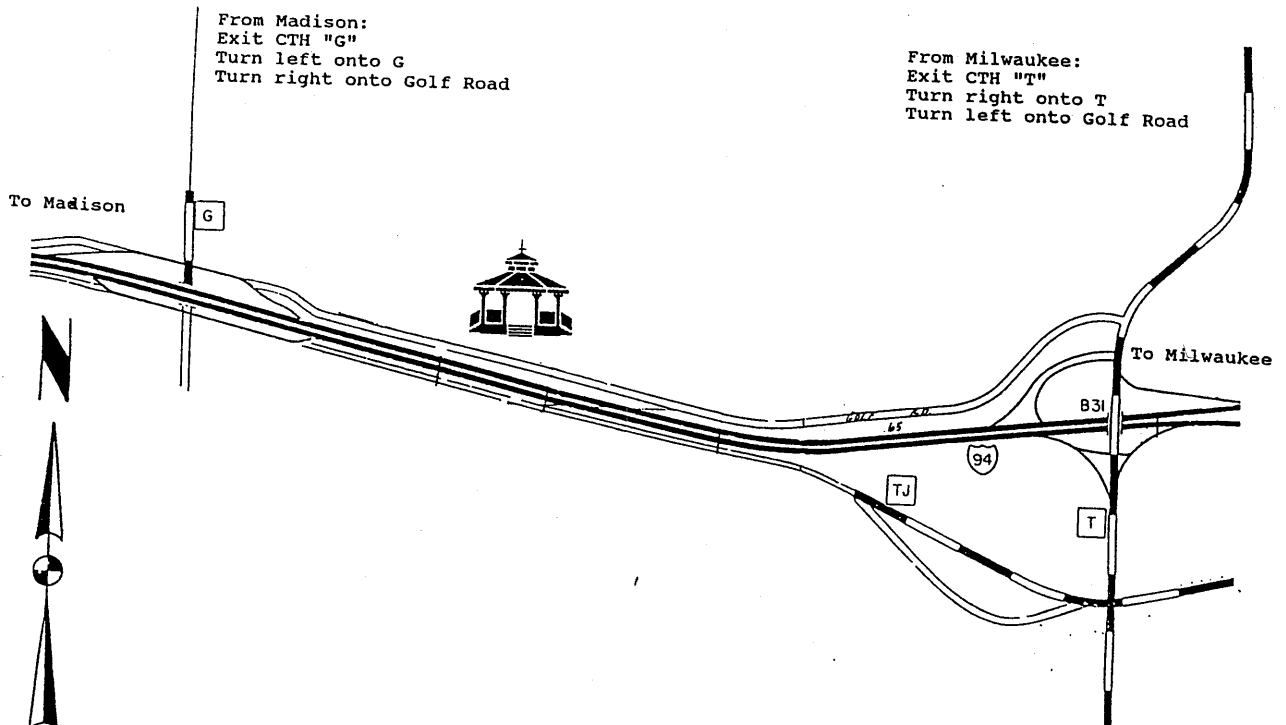
# Country Inn

2810 Golf Road, Pewaukee, WI 53072  
(414) 547-0201



# Country Inn

2810 Golf Road, Pewaukee, WI 53072  
(414) 547-0201







# TRANSPORTATION PROJECTS COMMISSION



June 20, 1990

To Interested Parties:

Subject: Transportation Projects Commission Public Hearings

To assist you in planning for your testimony before the Transportation Projects Commission, below is listed the audio-visual equipment that will be available for your use at the hearings.

Equipment

- 2 - Display Easels
- 1 - 35 mm Carousel Slide Projector with Remote Control
- 1 - Overhead Projector
- 1 - Screen
- 1 - Video Projector (VHS Format)
- 1 or more - TV monitors

If you plan to use this equipment or you have questions, please contact Steve Schleck of the Department of Transportation's staff at (608) 266-1167.

Sincerely,

Ronald R. Fiedler, P.E.  
Secretary

RRF:brj

(TPC90.DOC)

**TRANSPORTATION PROJECTS COMMISSION**

**INFORMATIONAL PAPER NUMBER 2**

**MAJOR HIGHWAY PROJECTS  
EVALUATION PROCESS**

**PROGRAM DEVELOPMENT SECTION**

**MARCH 1990**

# MAJOR HIGHWAY PROJECTS EVALUATION PROCESS

## INTRODUCTION

This Informational Paper describes the process that will be used to evaluate candidate major projects included in the initial "working list" of projects, submitted to the Transportation Projects Commission in the Spring of 1990. Since the Department is not statutorily required to present its major project recommendations to the Commission until September 1, 1990, the purpose of this working list is to assist the Department and Commission members in their review and evaluation of candidate projects in the interim, particularly during public hearings this summer.

The 1990 Evaluation Process will be the same as used in 1988.

## THE PROCESS

The Department has assembled a task force of staff experts, from the Departments of Transportation, Natural Resources, and Development. It includes specialists in highway design, construction, planning, economics, environmental analysis, and economic development to develop and guide the actual evaluation process for major projects.

The evaluation process is illustrated in Table 1. It is organized according to an overall hierarchy of goals, objectives, and measures. Each goal has one or more objectives, and each objective has a group of measures. Some of the goals and objectives are direct goals, in the sense that their impact falls directly on highway users, and some are indirect goals, in that their impacts are at least as important to non-users of the highway as to users.

Measures for most direct goals are basically objective and quantifiable in nature, derived from engineering and economic data. Measures for the indirect goals are more subjective and are difficult to quantify with precision.

The five goals are:

1. Improve Highway Safety. Safety problems are measured by the critical accident ratio, which is an expression of the actual accident rate for a section of highway compared to a probable hazardous or "critical" rate for that section. Two other measures of safety--stopping-sign-distance for rural sections and the presence of intersections and driveways for urban sections--are used to evaluate candidate projects in terms of their potential for accidents.

2. Improve Highway Service. The objective of this goal is improved traffic flow, or highway system efficiency. The qualitative measure of traffic flow is "level of service." The latest version of the Highway Capacity Manual recommends the measure "Level of Service" be used to define the operational conditions of the existing highway. To determine the level of service the existing highway is providing, traffic analyses quantify such factors as traffic density, traffic delay, average speed, type of terrain, and percent of no passing zones.

Six levels of service are defined in the Highway Capacity Manual, with Level of Service A representing the best operating conditions and Level of Service F the worst.

The Department considers Level of Service C to be the minimum acceptable tolerable condition for a rural highway and Level of Service D for an urban arterial.

To determine the level of service the present highway is providing, department engineers will follow the procedures and nationally accepted methodology outlined in the Highway Capacity Manual by the Transportation Research Board.

3. Enhance Wisconsin's Economy. The transportation infrastructure is vital to a strong economy. Major highway projects improve and strengthen the transportation infrastructure, reducing the cost of travel, while enhancing Wisconsin's ability to maintain and compete for jobs.

The objectives of this goal are "Increase Competitiveness of Existing Business," "Increase Attractiveness to New Business," and "Complete the Corridors 2020 Network."

- a. Complete the Corridors 2020 Network. The Department has identified a network of quality highways, which are critical to Wisconsin's economy. This Network will consist of two elements: 1) a statewide backbone (primary) system of multi-lane divided highways connecting all regions and major economic centers in the state to the national transportation network; 2) a system of high-quality routes connecting other significant economic and tourism centers to the multi-lane divided backbone network.

In terms of the process, assuming all other measures being equal, a candidate project on the "Corridors 2020 Network" would be ranked higher than one that was not on the Corridors 2020 Network.

- b. Increase Competitiveness of Existing Business. Lower travel costs serve to increase the competitiveness of existing businesses by allowing the business to reduce price within existing markets, expand market area, and/or create capital (saved travel cost) that can be

reinvested. The reduction of travel costs is measured by quantifying the long-term reduction in travel time, vehicle operating costs, and accidents that will result from each project. These benefits are then compared to the cost of constructing and maintaining the project. The potential of each project to increase competitiveness of existing businesses is measured by the degree to which benefits exceed the project's construction and maintenance costs.

The Department will also explore and evaluate the unique circumstances of each project, including its impact on the actual local and regional economy. The public hearing process and other kinds of local input will be used to identify how a project will help businesses using the highway improve their competitiveness.

- c. Increase Attractiveness for New Business. The transportation infrastructure is only one of many factors which influence business location decisions. The evaluation process recognizes this fact by calling on business location experts from the Department of Development to evaluate each candidate project's potential for job development in terms of these other business location factors. The factors include the presence of developable lands and needed utilities in areas affected by the project, the strength and past performance of local economic development programs, workforce availability, educational system, and the overall quality of life in the area.

The Department will evaluate how each project can make the communities it serves more likely to achieve their economic potential. Again, public input will be used to identify specific opportunities each project can enhance.

4. Minimize Undesirable Impacts. The Department's evaluation process recognizes that highway projects could have environmental or social impacts on the regions they serve. It is the goal of the Department to eliminate or minimize the negative effects of these impacts.

The measures related to this goal are less precise and quantifiable than the engineering and economic measures. The Department will call on experts in the various fields to conduct the evaluation of these measures.

5. Respond to Public Concerns. The Department will use a structured approach in its evaluation of public testimony on these projects, in an effort to quantify the public's judgements.

#### SPECIAL CATEGORY PROJECTS

In general, the Department's recommendations for enumerating additional major projects will follow the ranking generated by

the process described here. Of course, there are exceptions. First, some of the candidate projects obviously require more time to bring to the contract stage than others. Second, some projects may have to be scheduled for interim improvements, thereby reducing the immediate justification of a major project. Third, there are projects which are technically by statutory definition major highway projects but, because of circumstances, do not lend themselves to the Department's ranking process. An example of this type of project is "added lane" projects where the TPC had approved the initial two-lane projects with the understanding that the Department would return for authority to build the second roadway when traffic capacity analysis indicated a need.

# 1990 PROCESS USED TO DETERMINE RELATIVE MERIT OF CANDIDATE HIGHWAY PROJECTS

GOALS	OBJECTIVES	MEASURES	% WEIGHT OF TOTAL PROCESS
40% Enhance Wisconsin's Economy	50% Increase Competitiveness of Existing Business	- Net Travel Time, Operating Cost, and Accident Savings for Highway Users - Unique Reasons Why Each Project May Improve Transportation Efficiency of Business Served **	15%
			5%
	25% Increase Attractiveness For New Business	- Economic Development Potential Index of Communities Along the Project - Unique Reasons Why Each Project May Make Communities Served Better Places for Business to Locate or Expand **	5%
			5%
	25% Complete Corridors 2020 Network	- Relationship to Backbone and Connector Tiers of the Corridors 2020 Network	10%
20% Improve Highway Service	100% Improve Traffic Flow	- Current Impediments to Mobility	20%
20% Improve Highway Safety	100% Reduce Accidents	- Critical Accident Ratio	15%
		- Stopping Sight Distances In Rural Areas or - Access Conflict Points In Urban Areas	5%
10% Minimize Undesirable Impacts	50% Identify Social Problems	- Community Disruption	3%
		- Business Disruption	1%
		- Fringe Development	1%
	50% Identify Environmental Problems	- Natural Resources (Air, Water, Habitat)	3.5%
		- Manmade Resources (Agricultural, Recreational, Historical)	1%
		- Sensory Resources (Noise, Visual)	.5%
10% Serve Community Objectives	100% Identify Public Support/ Opposition	- Public Hearing Testimony **	10%

\*\* Public Testimony. March 28, 1990

*END*



*END*



## Transportation Projects Commission

**July 6, 1990**

## Update Briefs

- To provide recommendations on the ultimate fate of numerous congested, dangerous or seriously outdated major state trunk highways, the Wisconsin Legislature created the Transportation Projects Commission in 1983.
- Selection of Major Projects for rehabilitation follows a two-year cycle. Currently, 15 project candidates, with a total cost of \$251-302 million (1990 dollars) have been recommended for TPC evaluation.
- Public hearings, critical to project evaluation in the candidate screening process, will be held in Wausau July 17 and 18 and in Waukesha July 19.

## Major Projects

Major Projects are the most involved of all Wisconsin road improvement programs. These are not "new" roads as sometimes perceived, but rehabilitation on existing corridors with serious shortcomings. Major highway projects differ from routine highway projects in WisDOT's improvement program because of their high cost; their significant social, economic and environmental impacts; the multi-year financial commitments they typically require; and the special public and legislative interest they command. Consequently, Major Projects are individually approved and listed in the statutes by the Legislature. Wisconsin law defines them as:

***Those projects with a total cost of \$5 million or more that involve either new construction for a length of 2.5 miles or more or reconstructing/reconditioning an existing highway by either a 2.5 mile relocation or adding lanes for a length of 5 or more miles.***

## The TPC--Designed By Statute

The Transportation Projects Commission (TPC) is responsible for earmarking Major Highway Projects for budget consideration in Wisconsin. Created by the Legislature in 1983, the TPC is independent of the Wisconsin Department of Transportation (WisDOT).

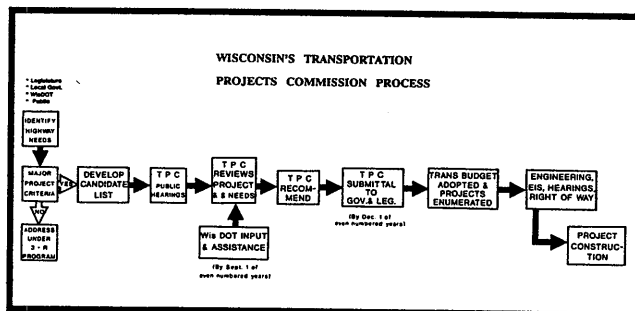
Chaired by the Governor, the commission includes five senators, five representatives and three Gover-

nor-appointed citizens. The WisDOT Secretary is a non-voting member. Of the members from each house, three are chosen by the majority party and two by the minority party. Current members include:

**Governor Thompson (Chair); Rep. Cletus Vanderperren (Vice-Chair); Sen. Joseph Andrea; Sen. Walter Chilsen; Sen. Lloyd Kincaid; Sen. Marvin Roshell; Sen. Timothy Weeden; Rep. David Brandemuehl; Rep. Donald Hasenohrl; Rep. Heron Van Gorden; Rep. Rebecca Young; David Burger, Eau Claire; Frank Pelisek, Milwaukee; and WisDOT Secretary Ron Fiedler (non-voting). As yet, one member from the private sector needs to be appointed for this biennium.**

In addition to safety, performance and structural integrity concerns, the TPC closely scrutinizes the economic development impact of major reconstruction—including a project's effect on the competitiveness of existing businesses or its potential to attract new jobs. The TPC looks at projects individually, but also in a "linking network" context.

The process from idea to final completion of major highway improvements in Wisconsin is deliberate and cyclical. It represents considerable study, documentation and input. Evaluation of potential projects to include in each biennial budget is conducted every two years, beginning early in the even numbered years. The following chart illustrates the cyclical process:



## Major Candidates

At a May 10 TPC meeting, which began the Major Highway Projects cycle for the 1991-93 biennial budget, WisDOT reviewed this process and presented the TPC with a list of candidate projects for consideration in the 1991-93 cycle. This list

***Dedicated to Good Transportation—To Keep Wisconsin Moving***

originates from several sources: WisDOT; the legislature; the public; local governments, etc. The Commission itself can add to the list.

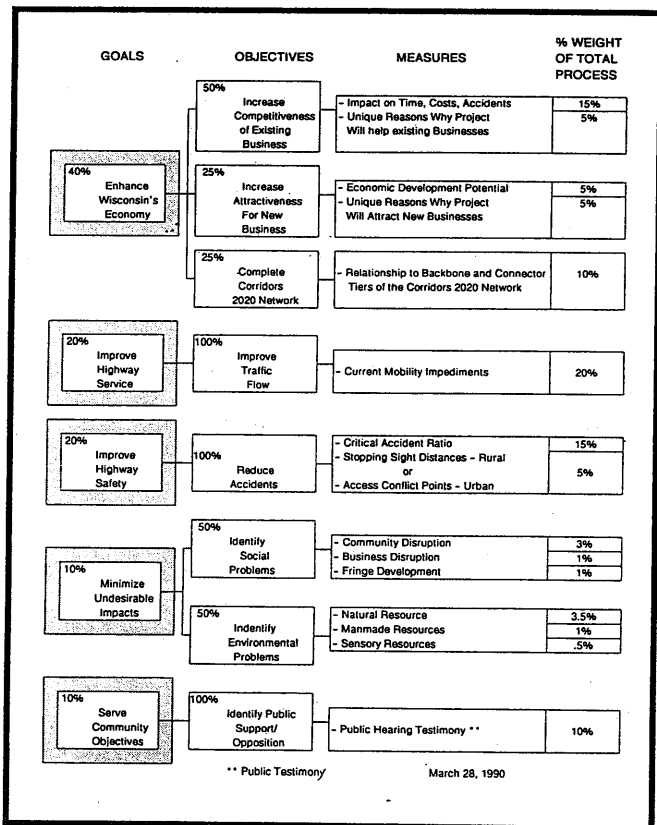
### 1990 CANDIDATE MAJOR HIGHWAY PROJECTS (Cost in Millions/1990 Dollars)

Highway	Project	Project Cost (FY 90\$)	Miles	Current ADT*
11	Janesville Bypass**	N/A	11.5	7,600
12	Sauk City-Middleton**	N/A	17.7	9,200
12	Whitewater Bypass	\$8.0	5.3	10,600
13	Marshfield Bypass	\$17-20.0	14.0	10,600
29	Chippewa Falls Bypass-I 94	\$35.8	12.6	6,500
31	STH 142-STH 11	\$20.0	6.3	14,000
35	I 94 River Falls	\$10.5	6.8	8,900
35/64	Houlton-N. Richmond	\$24-38.0	9.1	9,800
45/76	Appleton-Greenville	\$5.6	2.6	10,600
50	Lake Geneva-Slades Corner	\$17.5	7.7	5,000
51	Tomahawk Bypass (Add lanes)	\$9.3	9.3	5,600
53	Eau Claire Bypass	\$38-72.0	11.0	33,900
57	I 43 Random Lake	\$9.5	10.5	6,800
57	STH 54-Dyckesville	\$20.0	11.3	7,500
67	Oconomowoc 67 Bypass	\$9.0	3.7	8,100
110	USH 41-STH 116	\$12.5	7.4	10,300
141	Abrams-STH 22	\$14.3	7.5	8,500
		\$251-302.0		

\* Average Daily Traffic

\*\* Continuing Candidate Projects Listed For Information  
Purposes Only--Will Not Be Evaluated By WisDOT

The 1990 process that WisDOT used to develop the recommendations that they will pass on to the TPC is as follows:



TDA is a statewide, non-profit, non-lobbying association working to promote an efficient Wisconsin transportation system for safe mobility and continued economic growth. For more information on this issue of *Transportation Update* or Wisconsin transportation in general, contact TDA Executive Director Philip J. Scherer, 22 North Carroll Street, Suite 102, Madison, WI 53703, Telephone 608/256-7044, FAX 608/256-7079.

## Public Hearings

The TPC has slated public hearings on the candidate projects and other public issues July 17, 18, and 19. The agendas will cover funding and other details of specific projects. Input from the general public is encouraged and can be a significant factor in the eventual approval or demise of a specific project. The upcoming schedule is:

### July 17 & 18, 1990 Holiday Inn in Wausau 201 North 17th Avenue

#### Tuesday, July 17

9:00-10:00	Financial Status Briefing - WisDOT
10:00-Noon	1 USH 51, Tomahawk Bypass (add lanes)
	2 USH 45/76, Appleton - Greenville
	3 STH 110, USH 41 - STH 116
1:00-5:00	4 USH 141, Abrams - STH 22
	5 STH 57, STH 54 - Dyckesville
	6 STH 35/64, Houlton - New Richmond
	7 STH 35, River Falls - I 94

#### Wednesday, July 18

9:00 - Noon (May continue into the P.M.)	
1	STH 29, Chippewa Falls - I 94
2	STH 13, Marshfield Bypass
3	USH 53, Eau Claire Bypass
4	Other Public Issues

### July 19, 1990 Country Inn in Waukesha 2810 Golf Road

#### Thursday, July 19

9:00 - Noon	
1	STH 67, Oconomowoc Bypass
2	STH 57, I 43 - Random Lake
3	STH 50, Slades Corners - Lake Geneva
4	USH 12, Whitewater Bypass
1:00 - Completion	
5	STH 31, STH 142 - STH 11
6	USH 41 Corridor Freeway Conversion
7	USH 12, Sauk City - Middleton
8	STH 11, Janesville Bypass
9	Other Public Issues

Wisconsin statutes require that WisDOT submit its recommendations to the TPC by September 1 of each even-numbered year. By December 1, the Commission must submit to the Legislature and Governor its recommendations for consideration in the upcoming budget.

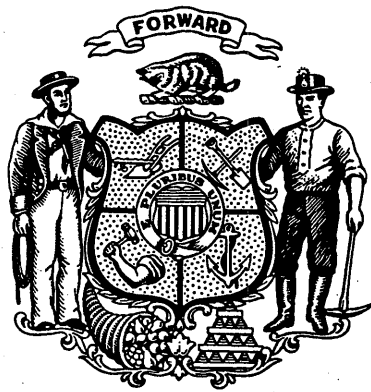
Funding sources for major projects can include bonding as well as overall state transportation fund dollars and federal funds. The 1989-91 Wisconsin budget allots \$105.9 million for the Major Projects Program in FY 1990 and \$112.9 million in FY 1991.

## The Bottom Line

Enumeration is simply legislative authority to undertake needed improvements on designated segments.

Unless adequate revenues are in the budget, enumerated projects could "sit on drawing boards" indefinitely. Currently, the time period between enumeration and project construction is in the range of two to six years.

*END*



*END*



# TRANSPORTATION PROJECTS COMMISSION



JUL 13 1990

Date: July 9, 1990

To: Transportation Projects Commission Members

Subject: Expenses for the TPC Public Hearings

We have arranged to have the cost of the meals (breakfast and lunch briefings) and the cost of the rooms for Wausau and Waukesha direct billed to the Department of Transportation to keep administrative costs at a minimum. Any other charges including phone calls and room service will be your responsibility and should be paid by you before you check out. This includes those of you whose spouses will be accompanying you. You will be responsible for the difference between a single and a double occupancy room.

If you decide to pay for your room, please let me know so I can make sure we aren't double charged. After the hearings are over, I will provide you with a detailed breakdown of meal and room charges.

If you have questions, please contact me.

*Barb*

Barb Jurewicz  
TPC Secretary



# Brown County Planning Commission

ROOM 608 • CITY HALL  
100 NORTH JEFFERSON STREET  
GREEN BAY • WISCONSIN • 54301

JUL 13 1990

June 12, 1990

TO: Transportation Projects Commission Members

FROM: B. F. Paruleski, AICP  
Planning Director

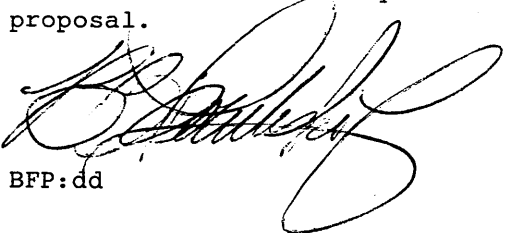
RE: PROPOSED HIGHWAY PROJECT STH 54-57 (Project I.D. 1480-04-00)

On behalf of the Brown County Planning Commission, the Metropolitan Planning Organization (MPO) for the Green Bay Urbanized Area, I am submitting the attached resolution of support for the upgrade of STH 57 in Brown and Kewaunee Counties. The Brown County Planning Commission Board of Directors adopted the resolution at its July 11, 1990 meeting.

In addition, a representative from the Brown County Planning Commission will be attending the public hearing on Tuesday, July 17, 1990 to present the resolution before the Transportation Projects Commission.

The Brown County Planning Commission strongly feels that the Highway 57 improvement project is needed, and is of great importance to safe and efficient transportation, as well as to the economy of Northeastern Wisconsin.

We would like to thank you for the opportunity to comment on this proposal.



BFP:dd

Enclosure: Resolution

cc: Jack Robb, Wisconsin Department of Transportation, Green Bay  
District

RESOLUTION NO. 2-90

Resolution of the Board of Directors of the Brown County Planning Commission endorsing the proposed highway project to upgrade State Trunk Highway 57 in Brown and Kewaunee Counties as a major project as presented to the Transportation Projects Commission by the Wisconsin Department of Transportation.

WHEREAS, District No. 3 of the Wisconsin Department of Transportation (WDOT) has proposed a project from the present intersection of Highways 54 and 57 in the Town of Scott to just north of Dyckesville, to add two (2) lanes with a median adjacent to the present roadway, STH 57 where possible, and to construct a newly located four-lane roadway along the remainder of the project with a possible bypass of Dyckesville, meeting the criteria of a major project; and

WHEREAS, population, and therefore traffic, along the STH 57 corridor is projected to increase to 3,126 persons by the year 2010, an increase of 50 percent over the 1990 estimate (Foth and Van Dyke, 1987), due to development in response to a sewer extension project currently underway from the northern boundary of Scott Sanitary District No. 1, north to the Town of Union, Kewaunee County; and

WHEREAS, it is the policy of the Brown County Planning Commission to promote safe and efficient transportation; and

WHEREAS, the project would be expected to have a positive effect on the tourism sector of the area's economy by providing to visitors improved access; and

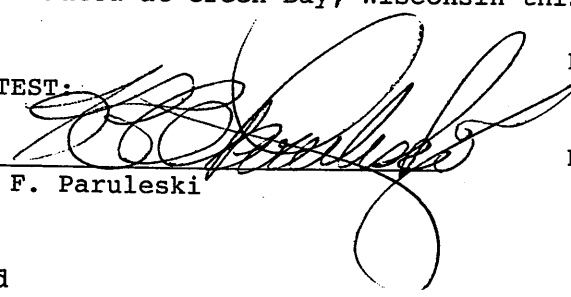
WHEREAS, timing of this project is critical to avoid technical and financial impedences from impending development along the new sewer line.

NOW, THEREFORE, BE IT RESOLVED, that the Brown County Planning Commission supports the above noted project as necessary continuation of safe and efficient travel for both local traffic and for visitors to the area, an important factor in the area's economy;

BE IT FURTHER RESOLVED, that the Brown County Planning Commission strongly encourages the Transportation Projects Commission to accept this project for funding as a major project for construction in 1995.

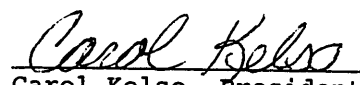
Dated at Green Bay, Wisconsin this 11 day of July, 1990.

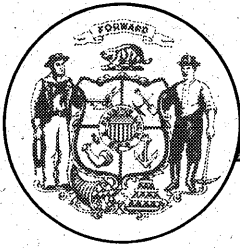
ATTEST:

  
B. F. Paruleski

BROWN COUNTY PLANNING COMMISSION

BY

  
Carol Kelso, President



**Robert L. Cowles**

WISCONSIN STATE SENATE

Member:  
Joint Committee For Review of Administrative Rules  
Committee on Educational Financing, Higher Education and Tourism  
Committee on Science, Technology, Communications and Energy

2ND SENATE DISTRICT

July 13, 1990

JUL 13 1990

Representative David Brandemuehl, Member  
Transportation Projects Commission  
Room 413, 100 N. Hamilton  
Madison, WI 53702

Dear Representative Brandemuehl,

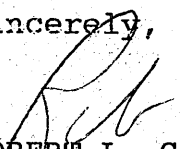
I would like to respectfully register my opposition to the proposed four lane roadway from the present Highway 54/57 intersection to north of Dykesville.

I would prefer that the existing roadway be improved with the addition of passing lanes and perhaps some limitation of access. The department, however, has simply proposed a four lane roadway to replace the existing two lane roadway.

It is my firm belief that construction of another corridor in some places along this route and eventually to Sturgeon Bay will damage the existing small businesses along this route. A four lane road will also diminish the charm of an area leading to one of the state's most precious regions, Door County.

The existing two lane roadway can be made safe while preserving the qualities that make the area the special place that it is. For these reasons I will continue to oppose this project until the Department of Transportation takes these concerns into consideration.

Sincerely,

  
ROBERT L. COWLES

RLC:rf

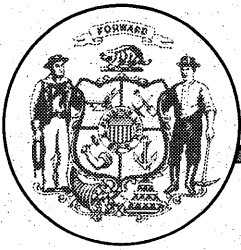
**Capitol:**

State Capitol, 410 South  
P.O. Box 7882  
Madison, WI 53707-7882  
608-266-0484  
Toll-free Hotline: 1-800-362-9696

**Home:**

1586 Amy Street  
Green Bay, WI 54302  
414-465-2288

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**Robert L. Cowles**

WISCONSIN STATE SENATE

**Member:**  
Joint Committee For Review of Administrative Rules  
Committee on Educational Financing, Higher Education and Tourism  
Committee on Science, Technology, Communications and Energy

2ND SENATE DISTRICT

July 12, 1990

JUL 13 1990

Representative David Brandemuehl, Member  
Transportation Projects Commission  
Room 413, 100 N. Hamilton  
Madison, WI 53702

Dear Representative Brandemuehl,

I would like to express my support for the Highway 41 corridor project from Milwaukee to Abrams.

In my opinion the Department of Transportation has done a nice job of conceptualizing the project, with time frames corresponding favorably to the areas of greatest need along the corridor. The communities running the length of this corridor are unified in support of the project and I hope that you will give the project your approval.

Thank you.

Sincerely,

ROBERT L. COWLES

RLC:rf

**Capitol:**

State Capitol, 410 South  
P.O. Box 7882  
Madison, WI 53707-7882  
608-266-0484  
Toll-free Hotline: 1-800-362-9696

**Home:**

1586 Amy Street  
Green Bay, WI 54302  
414-465-2288

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# TOWN OF SCOTT

BROWN COUNTY, WISCONSIN

3319 Bay Settlement Road

Green Bay, Wisconsin 54311

July 9, 1990

JUL 13 1990

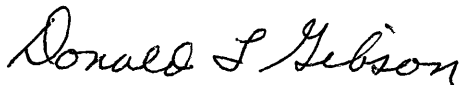
Representative David Brandemuehl  
Room 324 North, State Capitol  
Madison, WI 53702

Re: Project I.D. 1480-04-00  
STH 54 - Dyckesville  
STH 57  
Brown County

Dear Rep. Brandemuehl:

The enclosed Resolution was passed by the Town Board of the Town of Scott, Brown County, Wisconsin, on July 2, 1990. Your support and encouragement of the project to expand Highway 57 to four lanes from the intersection of Highway 54 to Dyckesville is requested.

Sincerely,



Donald L. Gibson  
Clerk, Town of Scott

DLG/ag

Enclosure

# TOWN OF SCOTT

BROWN COUNTY, WISCONSIN

3319 Bay Settlement Road

Green Bay, Wisconsin 54311

## RESOLUTION 90-3 SUPPORT OF HIGHWAY 57 IMPROVEMENTS

WHEREAS, the Wisconsin Department of Transportation has proposed that State Trunk Highway 57 be improved to a four lane highway in Brown and Kewaunee Counties;

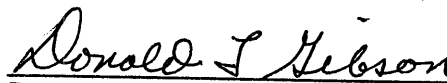
AND WHEREAS, State Trunk Highway 57 is a major highway across the Town of Scott, Brown County, Wisconsin;

AND WHEREAS, there have been numerous incidences of accidents, personal injuries and deaths at intersections due to congestion of Town and County roads and Highway 57;

AND WHEREAS, traffic conditions on the existing highway are so heavy at times that safe access is not possible for ten minutes or more;

NOW, THEREFORE BE IT RESOLVED, that the Town of Scott, Brown County, Wisconsin, supports the plan of the Department of Transportation to improve State Trunk Highway 57. This plan also must include an interchange at the intersection of State Highway 54-57 to provide safe access as well as to support commercial and industrial development in areas as detailed by the Town of Scott Comprehensive Plan.

  
\_\_\_\_\_  
Patrick Moreau, Chairman

  
\_\_\_\_\_  
Donald L. Gibson, Clerk